

CLASSIFICATION SECRET

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COUNTRY East Germany REPORT TOPIC Marseburg Airfield 25X1EVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED 25X1 DATE PREPARED 18 December 1953

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) _____REMARKS _____

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1. The following observations were made at Marseburg airfield between 1 and 12 November 1953:

1 to 8 November. The weather was mostly hazy or foggy.
2 November. Between 9 a.m. and 4 p.m., there was air activity by swept-back jet fighters which assembled in formations. At 7:10 a.m., four alert MiG-15s were parked at the connecting lane to the runway. The sky was 4/10 to 5/10 overcast at an altitude of 800 to 900 meters and visibility was limited to 4 or 5 km.
10 November. Between 9 a.m. and 3:30 p.m., there was the same air activity as on the preceding day.
11 November. Between 9 a.m. and 3 p.m., individual take-offs and local flights were made. There was a 4/10 to 5/10 overcast and a visibility range of about 4 km. At the same time, not more than two aircraft were aloft. Between 6:30 p.m. and 11 p.m., night flying was practiced, while searchlights were in operation. The aircraft flew individually and had their usual position lights on. Only while approaching for the landing, an additional white lamp flashed up under the nose.
12 November. Between 9 a.m. and 3 p.m., formation flying was practiced. The sky was about 5/10 overcast.¹

2. Beginning on 11 November, red obstacle lights on the water tower and on the roof of the hangar in the southwestern section of the field have been in operation during air activity. On 11 November, five lights were being installed at the northern side of the southwestern hangar in order to illuminate the apron in front of the hangar. Lamps which were previously located between the east end of the runway and the rotary searchlight were transferred about 30 meters to the south exactly in line with ¹ of the southern edge of the runway. At the same time, the lamps were re-oriented from east to northeast, with their beams radiating slightly upward. About 100 meters south of the east end of the runway, a signal lamp was being installed which was connected to four equal lamps on both sides of the runway. These five lamps radiated green light when the runway was free for landing. A red light was switched on during the landing.²

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3. The following air activity and aircraft were observed at the field between 5 and 14 November:

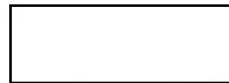
5 November. Between 9 a.m. and 4 p.m., individual flights were made by MiG-15s or U-MiG-15s. There were no clouds.

6 to 8 November. No air activity was observed. There was a closed ceiling at an altitude of 200 meters and a visibility range of about 500 meters.

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10 November. Between 9:30 a.m. and 3 p.m., individual flights were made by swept-back jet fighters [redacted]. The sky was overcast at an altitude of about 2,000 meters and visibility was good.

11 November. Between 4 p.m. and 4:45 p.m., MiG-15s or U-MiG-15s [redacted]

25X1 [redacted] made local flights of about 5 minutes duration. The weather was cloudless. After 5:35 p.m., local flights of about 5 minutes duration were made, while the flare path was in operation. The searchlight near the radio station was not switched on.

25X1 12 November. Between 9:30 a.m. and 4:20 p.m., local flying was practiced. There was a closed ceiling at an altitude of about 500 meters and good visibility.

13 November. Between 10 a.m. and 2 p.m., local individual flights were made. There was a closed ceiling at an altitude of about 500 meters.

14 November. No air activity was observed. There was approximately the same weather as on the preceding day.

25X1 Truck [redacted] was repeatedly observed entering and leaving the airfield.*

25X1 1. [redacted] Comment. Merseburg airfield is occupied by a fighter division headquarters and a fighter regiment equipped with 30 to 35 MiG-15s. The aircraft [redacted] observed were repeatedly reported from Merseburg airfield.

25X1 [redacted]

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